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THE COMMONWEALTH OF MASSACHUSETTS

ANNUAL REPORT

OF THE

MASSACHUSETTS AERONAUTICS COMMISSION

FOR YEAR ENDING DECEMBER 31, 1977

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MASSACHUSETTS AERONAUTICS COMMISSION

1977 ANNUAL REPORT

Although funding for our operating budget as well as the airport capital improvement program was greatly limited, we were able to accomplish most of our tasks programmed for 1977.

The proposed legislation concerning an aviation fuel tax to provide future funding for capital development and maintenance; and airport noise abatement through operations and land use planning was unsuccessful.

The program for encouraging local community participation has been moderately successful. This is an ongoing program which we will continue to support.

The tragic death of Chief Aeronautical Inspector Richard "Red" Bank in December ended our year in a most sober manner. Red was killed in a helicopter crash on the morning of December 27.

AIRPORTS AND NAVAIDS

We issued certificates of approval for commercial operations to 23 municipal airports, 26 privately owned airports, four privately owned seaplane bases, two privately owned heliports, and one privately owned balloonport. The privately owned airport in Westboro closed in 1977 and a new privately owned heliport in Worcester was approved for limited commercial use.

Additionally, we were notified of the operation of 59 private use landing fields, 55 private use heliports and 22 private use seaplane bases.

A feasibility study of joint civil use of Westover Air Force Base in Chicopee has been finalized. The New Bedford and Turners Falls Airport Master Plans will be completed shortly. A second phase Airport Master Plan, concerning the development of a public airport in Westboro, has begun, with completion scheduled by midyear.

Airport improvement projects completed in 1977 —

With 100% state funding:

| | |
|--------------------|---|
| <u>Northampton</u> | Provided rotating airport beacon |
| <u>Pittsfield</u> | Provided "Approach Fish" wind indicator |
| <u>Worcester</u> | Provided "Approach Fish" wind indicator |

With 90% federal, 5% state and 5% local funding:

| | |
|----------------|---|
| <u>Beverly</u> | Reconstruct runway 9/27 |
| | Install security fencing |
| | Install radio control for runway lighting |

| | |
|--------------------|--|
| <u>Lawrence</u> | Construct access road and parking aprons |
| <u>Nantucket</u> | Construct taxiway to runway 33 |
| <u>New Bedford</u> | Overlay and mark runway 5/23 Construct safety area for runway 23 |
| <u>Plymouth</u> | Expand aircraft parking apron Mark runways 6/24 and 15/33 Land acquisition |
| <u>Taunton</u> | Land acquisition |
| <u>Westfield</u> | Install security fencing Remove old control tower cab Install wind cone and segmented circle |

Additional projects, interrupted by winter, to be completed early in 1978 —

| | |
|--------------------------|--|
| <u>Lawrence</u> | Install blast fence by runway 5 |
| <u>Martha's Vineyard</u> | Rehabilitate and expand general aviation apron |
| <u>Westfield</u> | Rehabilitate lighting on runway 2/20 |

Airport improvement projects submitted to Federal Aviation Administration for funding under ADAP —

| | |
|-------------------------|--|
| <u>Beverly</u> | Install security fencing Reconstruct taxiways to runways 9, 27 and 34 Construct aircraft parking apron |
| <u>Chatham</u> | Rehabilitate runway lights Install security fencing |
| <u>Fitchburg</u> | Clear approach zones Light taxiways to runway 14 Install VASIs on runways 14 and 32 |
| <u>Gardner</u> | Rehabilitate runway and stub taxiway |
| <u>Great Barrington</u> | Provide airport rotating beacon |
| <u>Hyannis</u> | Land acquisition Construct taxiway to runway 24 Construct service road Purchase crash/fire/rescue vehicle Install security fencing Light and extend taxiway "C" Construct high speed turn-off for runway 24 Install security lighting on general aviation apron |

| | |
|--------------------------|--|
| <u>Lawrence</u> | Light taxiway to runway 14 |
| <u>Martha's Vineyard</u> | Install apron security lighting |
| <u>Nantucket</u> | Reconstruct terminal apron Expand terminal apron Install security fencing Rehabilitate 2400 ft. of runway 6/24 Rehabilitate taxiways "A" and "B" |
| <u>New Bedford</u> | Extend safety area for runway 5 Rehabilitate runway 14/32 Install security fencing Purchase snow removal equipment |
| <u>North Adams</u> | Install security fencing Install VASI and REILs for runway 11 |
| <u>Norwood</u> | Obstruction removal Replace approach lights on runway 34 |
| <u>Pittsfield</u> | Construct taxiway to runway 26 |
| <u>Southbridge</u> | Light runway 2/20 Install VASI and REILs for runway 2 Install radio beacon (NDB) |
| <u>Turners Falls</u> | Resurface runway 16/34 Install VASI and REILs for runway 34 |
| <u>Westfield</u> | Construct aircraft parking apron Install security fencing Purchase snow removal equipment |
| <u>Worcester</u> | Overlay/strengthen runway 11/29 and taxiways Construct turnaround at runway end 11 Relocate fuel farm |
| <u>Statewide</u> | Develop state standards for airport construction |

CONTINUOUS AIRPORT SYSTEM PLANNING PROCESS (CASPP)

In May 1977, a federally funded planning grant was received enabling the Aeronautics Commission to set up an in-house planning team. By early summer, the full staff had been hired—a chief planner, a noise and community liaison specialist, an aviation planner, and a part-time secretary.

The planning team is charged with a long range goal of updating the 1973 State Airport System Plan. The revised plan is due in 1980. In the interim, technical studies on particular issues—economic value of airports, noise, problems of private airports and other subjects will be published, as the "building blocks" of the System Plan document. In the second year of the planning program, the primary focus will be on the Boston Aviation Subsystem, which needs resolution before the future State System as a whole can be determined.

Economic work includes a review of available information and a model for airport-by-airport analyses. Considerable assistance will be needed from airport proprietors in undertaking this study. Its usefulness will be in improving the information on which local and state aviation decisions can be based.

The staff is preparing a handbook for pilots on noise abatement procedures now in effect at our airports and a brochure for local decision makers on ways to control land use around airports.

Private airports, particularly those within the state system, have been a priority for study. Solutions to the closing of private airports are not easy to develop, but there may be some actions which can be taken at state level to improve the situation.

Forecasting work at the state and regional level is being developed through a sub-contract with MIT's Flight Transportation Laboratory.

Periodic newsletters will be sent out on the status of the planning work. An advisory group, the "Project Guidance Committee" has been established. The committee is composed of members who represent aviation and aviation affected groups. One of this group's main responsibilities will be to review reports prepared by the staff.

Finally, data collection has included field visits to airports, review of counting techniques at non-tower airports, an inventory of airport facilities, and the establishment of a reference library and other basic background information.

OPERATIONS

Registrations

At the end of 1977, the halfway point of our current aircraft registration period, 1809 aircraft were registered. This compares with 1884 aircraft registered during the last corresponding period.

Inspections

299 inspections of various types were made at airports, heliports, seaplane bases, parachute jump centers and a balloonport. This compares with 251 similar inspections during 1976.

Airport Managers

67 airport managers were licensed in 1977. This is the same as 1976.

Accidents

During 1977, we recorded 61 accidents. 10 were fatal involving 14 fatalities. Among these fatalities was our Chief Aeronautical Inspector, Richard P. "Red" Bank, who was killed in a helicopter

accident on December 27. In addition, there were 10 accidents involving injuries to 20 people. In 1976, we recorded a total of 53 accidents, including five fatal accidents involving 11 deaths. The percentages show that 68% occurred during landing or take-off and 42% involved pilot error.

Financial
Responsibility

In the 22nd year since the enactment of the Financial Responsibility Act, there were no suspensions or revocations; however, follow-up letters were required to prove financial responsibility from many who were involved in accidents.

Disciplinary Action

671 complaints were received resulting in disciplinary action in all but seven instances where evidence was insufficient. 646 received warning letters, while 18 were prosecuted in the District Court system. It is interesting to note that those defendants found guilty of non-compliance with the aircraft registration law received heavy fines amounting to many times the registration fee and were subsequently ordered by the court to register their aircraft with the Commission.

Lectures

Operations, Airports and Planning staff continued to address many service clubs, trade associations, community and civic groups, and pilot organizations on the activities of the Commission and safety and accident prevention.

Seminars

We sponsored two additional flight instructor seminars, our 20th and 21st, during April and October. 277 flight instructors attended. The April clinic was the last one conducted by the FAA. We assisted the AOPA in conducting the October clinic. This clinic was well attended, with many favorable comments received. Therefore, we have asked AOPA to conduct two more during 1978. The first will be held in Boston on April 1-3, with the second to be held in the Springfield area on October 28-30.

In 1977, we sponsored our first crash/fire/rescue seminar conducted by the Logan Airport fire personnel. 65 firefighters from 14 communities located near airports attended the two day program receiving both classroom instruction and practical training.

Waivers and Permits

During 1977, we issued a total of 203 waivers and permits. Waivers for parachute jumps at areas other than approved parachute jump centers totaled 93. The remainder were for agricultural spraying and dusting, pipeline patrol, wildlife and forest fire patrol, air shows, and scientific research and electronic testing.

PROMOTIONState Airplane and Helicopter

Pilots of the Commission flew the Cessna 182 a total of 120 hours on inspections, accident investigations, flight checking of state owned navairs, engineering and administrative flights. The Commission's helicopter, a Hughes 500, flew a total of 280 hours; all but two hours were flown for other state departments, agencies and commissions.

Aviation Education

We published our aviation newsletter, The Talespinner, for distribution to organizations and individuals concerned with the aviation industry. We continued to give lectures on aviation safety and activities of the Commission. In 1977, we attended meetings of the Massachusetts Aviation Education Council and participated in high school aviation career days. Commission personnel have accepted appointments to college advisory boards. In May, we participated in National Transportation Week at the Museum of Science in Boston and were on hand for the opening ceremony, coincidentally held fifty years to the hour after Lindbergh's passing over Cape Cod on his famous flight to Paris.

Sport Parachuting

In 1977, there were 16,244 parachute jumps at five certificated parachute jump centers—Turners Falls, Orange, Pepperell, Taunton and Mansfield. 28 injuries were reported, of which two were fatal.

Airport Directory

During 1977, we continued to distribute our pocket sized airport locator chart to those interested in airport and fixed base operator listings, recreational activities and services offered near airports. We started gathering updated information in preparation for the publication of a new directory.

Federal/State Cooperation

Commission personnel continued to work during 1977 on the promotion and development of aviation and aviation safety by meeting with various federal groups to exchange accident and law enforcement information, to discuss airport improvements and changes in state and federal regulations.

STATEMENT OF SPECIAL APPROPRIATIONS
BALANCE DECEMBER 31, 1977

| <u>Account No.</u> | | <u>Balance 12/31/77</u> |
|--------------------|--|-------------------------|
| 6006-8661 | State's Share - Airport Construction | \$ 966.69 |
| 6006-8681 | State's Share - Airport Construction | 32,505.18 |
| 6006-8711 | State's Share - Airport Construction | 66,891.42 |
| 6006-8721 | State's Share - Airport Construction | 42,298.39 |
| 6006-8731 | Airport Capital Outlay Plan - Acts of 1973 | 669,080.00 |
| | Total | <u>\$811,741.68</u> |

RECEIPTS FROM FEDERAL AVIATION ADMINISTRATION

Airport Construction Grants (Airport Development Aid Program) \$2,438,481.27
 (Period December 15, 1976 through December 31, 1977)

LOCAL SERVICE AND COMMUTER AIRLINE PASSENGERS

| | <u>1976</u> | | <u>1977</u> |
|-------------------------------------|-------------|-----|--------------------------|
| Logan - PBA | 23704 | (+) | 24386 |
| Air New England | 285358 | (+) | 288607 |
| Downeast | 19546 | (+) | 21787 |
| Command | 16193 | (+) | 29573 |
| Winnepesaukee | 8575 | (+) | 12931 |
| Pilgrim | 17418 | (-) | 17037 |
| Bar Harbor | 52318 | (+) | 54396 |
| Hyannis - Air New England | 93792 | (+) | 95374 |
| Martha's Vineyard - Air New England | 43808 | (+) | 44085 |
| Nantucket - Air New England | 68737 | (-) | 66811 |
| New Bedford - Air New England | 19301 | (+) | 19745 |
| Pittsfield - Command | 14344 | (+) | 15994 |
| Provincetown - PBA | 24072 | (+) | 25674 |
| Worcester - Delta | 34307 | (+) | 46965 |
| Lawrence - N.Y. Merrimack | 2293 | | Terminated March 1977 |

CONTROL TOWER COUNT

| | | | |
|-------------|--------|-----|--------|
| Logan | 306675 | (+) | 342692 |
| Bedford | 244206 | (-) | 222272 |
| Norwood | 204262 | (+) | 208003 |
| Beverly | 231293 | (-) | 168232 |
| Westfield | 170127 | (-) | 169938 |
| Hyannis | 96874 | (+) | 110581 |
| New Bedford | 85289 | (+) | 90500 |
| Worcester | 76078 | (+) | 90280 |
| Nantucket | 56206 | (+) | 63869 |

INSTRUMENT APPROACHESOn FAA Nav aids

| | | | |
|-------------|-------|-----|-------|
| Logan | 21955 | (+) | 29209 |
| Bedford | 23754 | (-) | 23139 |
| Hyannis | 17373 | (+) | 18828 |
| New Bedford | 11100 | (+) | 13996 |
| Nantucket | 14805 | (-) | 14750 |
| Worcester | 12795 | (+) | 15975 |
| Westfield | 12106 | (+) | 16077 |

| <u>On State Nav aids</u> | <u>1976</u> | | <u>1977</u> |
|--------------------------|-------------|-----|-------------|
| Norwood | 6370 | (+) | 6686 |
| Beverly | 4890 | (-) | 4009 |
| Lawrence | 2377 | (+) | 2744 |
| Fitchburg | 885 | (+) | 924 |
| Pittsfield | 879 | (+) | 1177 |
| Provincetown | 290 | (+) | 317 |
| Plymouth | 214 | (+) | 246 |
| Great Barrington | 317 | (-) | 290 |
| Taunton | 149 | (+) | 187 |
| Fall River | 90 | (+) | 115 |
| Orange | 17 | (+) | 42 |
| Palmer | 24 | (+) | 34 |

OUR PLANS FOR 1978

With the exception of the aviation advisory committee, all 1977 programs are underway. We shall continue with these programs until the desired results are met.

The effects of the proposed airline regulatory reform require close watching. The concept is generally sound; however, we must insure that any reform action will provide continuing and improved service to our smaller communities.

Major revisions to the current MAC Rules and Regulations are being prepared. The proposed changes will be distributed for review and comment by the public at some time during the year.

We will continue to assist airport management, airport based enterprises and the communities surrounding airports in resolving differences in the direction of developing airport operating procedures compatible to the needs of all.

The long standing and unresolved issue of financial assistance to privately owned/public use airports is under study. The data and recommendations generated by this study will be used to work towards a resolution of the issues.

The navigational aid program is expected to become active at its former level as a result of the anticipated reinstitution of a reasonable level of funding. Along with the installation and maintenance of electronic and visual aids will be the development of a pavement marking program and the outfitting of wind direction equipment.

Whether through aviation fuel tax legislation or a capital improvement bond or a combination of both, a program for developing the state's share of airport capital improvements will be initiated.

Respectfully submitted,

Jacquelyn Smith, Chairman
 Russell N. Holbrook
 Francis X. Messina
 Anne E. Sheehan
 Donald N. Weinle

Richard F. Hodgkins, Director